

In the Claims

We claim:

1.Cancelled

2.Cancelled

5 3.Cancelled

4. (Currently Amended) The booster according to claim 23, characterized in that said tabs are regularly angularly distributed, advantageously being two in number, diametrically opposed.

5.(Currently Amended) The booster according to claims 4,
10 further characterized in that ~~it comprises at least one~~ said second sleeve tube (48) is secured to the first shell (4) of the envelope (2) of the booster.

6.(Currently Amended) The booster according to Claim 5,
15 further characterized In that the second sleeve tube is mounted securely on a spacer element (18) arranged between the first (4) and second (6) shells of the booster and of longitudinal axis parallel to the axis (X) of the booster.

7.(Currently Amended) The booster according to claim 6,
20 further characterized in that the spacer element (18) in which the second sleeve tube (48) is mounted via an orifice (14) made in the first shell (4) is of tubular shape.

8.(Currently Amended) The booster according to claim 7,
25 further characterized in that the spacer element (18) comprises annular elements (30, 32) at a first (20) and at a second (19) longitudinal end bearing against the interior faces (26, 28) of the first and second shells (4, 6).

9.(Currently Amended) The booster according to claim 8,
30 further characterized in that said annular elements (30, 32) are loose flanges attached to the first and second ends (20,19) of the spacer element (18).

10.(Currently Amended) The booster according to claim 9,
further characterized in that the booster comprises a means (34) for

angularly indexing the booster with respect to a bulkhead of a motor vehicle secured to the second shell (6) of the booster.

11.(Currently Amended) The booster according to claim 10, further characterized in that the angular indexing means (34) are
5 formed of a longitudinal end of a first sleeve tube (36) projecting from the second shell (6) toward the outside of the envelope (2) of the booster.

12.(Currently Amended) The booster according to claim 11, further characterized in that the first sleeve tube (36) is secured to the
10 spacer element (18).

13.(Currently Amended) The booster according to claim 12, further characterized in that the first and second sleeve tube (36, 48) are force-fitted into the spacer element (18).

14.(Currently Amended) The booster according to claim 13,
15 further characterized in that the first (36) and second (48) sleeve tubes have longitudinal flutes (39,139) projecting from their exterior periphery and forcibly collaborating with the interior surface of the tubular spacer element (18).

15.(Currently Amended) The booster according to claim 14,
20 further characterized in that the first (36) and second (38) sleeve tubes are made of thermoplastic.

16.(Currently Amended) The booster according to claim 15, further characterized in that the first and second sleeve tubes (36, 48) comprise means (38, 40, 138, 140) leaktightly isolating the inside of
25 the booster from the external environment.

17.(Currently Amended) The booster according to claim 16, further characterized in that the sealing means (38, 40, 138, 140) are made of elastomeric thermoplastic.

18.(Currently Amended) The booster according to claim 23 for
30 use in a brake system wherein ~~A braking system comprising a master cylinder equipped with~~ has a flange (56) pierced with diametrically opposed passages (54) and ~~with a pneumatic brake booster,~~ characterized in that said booster is a booster according to any one of

~~the preceding claims and in that the~~ and passages (54) ~~made in the~~
~~flange and collaborating~~ collaborate with the means (46) for attachment
~~by clip-fastening allow~~ allowing the master cylinder to be clip-fastened
onto the booster.

5 19.(Currently Amended) The booster ~~braking system~~ according
to claim 18, characterized in that it said booster is secured to a
bulkhead of a motor vehicle using tierods (17) mounted in the first and
second sleeve tubes (36, 48) and the spacer element (18) so as to
emerge on each side of the booster along the longitudinal axis (X).

10 20.(Currently Amended) The booster ~~braking system~~ according
to claim 19, further characterized in that the tierod (17) comprises, at
first and second longitudinal ends, a first and a second screw thread
collaborating with a first and a second (62) nut, said first nut allowing
the booster to be fixed to the bulkhead and the second nut stiffening
15 the envelope (2) of the booster and reinforcing the attachment of the
master cylinder to the booster.

 21.(Currently Amended) The booster ~~braking system~~ according
to claim 20, characterized in that the second nut (62) comprises
means (64) for breaking off the tabs (52) of the clip-fastening
20 attachment means as the second nut (62) is screwed onto the tierod
(17).

 22.(Currently Amended) The booster ~~braking system~~ according
to claim 21, characterized in that the ~~breaking means~~ (64) for breaking
comprise at least one ramp (68) made on one face of the nut in
25 contact with the flange of the master cylinder and orientated in such a
way that the depth of said ramp (68) decreases as the second nut (62)
is tightened.

 23.(New) A pneumatic brake booster comprising an envelope (2)
of longitudinal axis (X) formed of a first (4) and of a second (6) shell,
and defining an interior volume divided by a moving skirt into a low-
pressure first chamber and a variable-pressure second chamber, a
three-way valve (12) actuated by a control rod and placing the front
chamber and the rear chamber in communication at rest and during a

braking phase interrupting the communication between the front chamber and the rear chamber and supplying the rear chamber with pneumatic fluid at high pressure, said booster being characterized by means (46) including a first sleeve tube (36) and a second sleeve tube (48), said second sleeve tube (48) having tabs (52) that radially extend outward there from to allow a master cylinder to be attached to said booster by being plastically deformable in the radial direction on enter into a passage (54) in a flange (56) of the master cylinder and returning to the initial position when the attachment operation is complete.